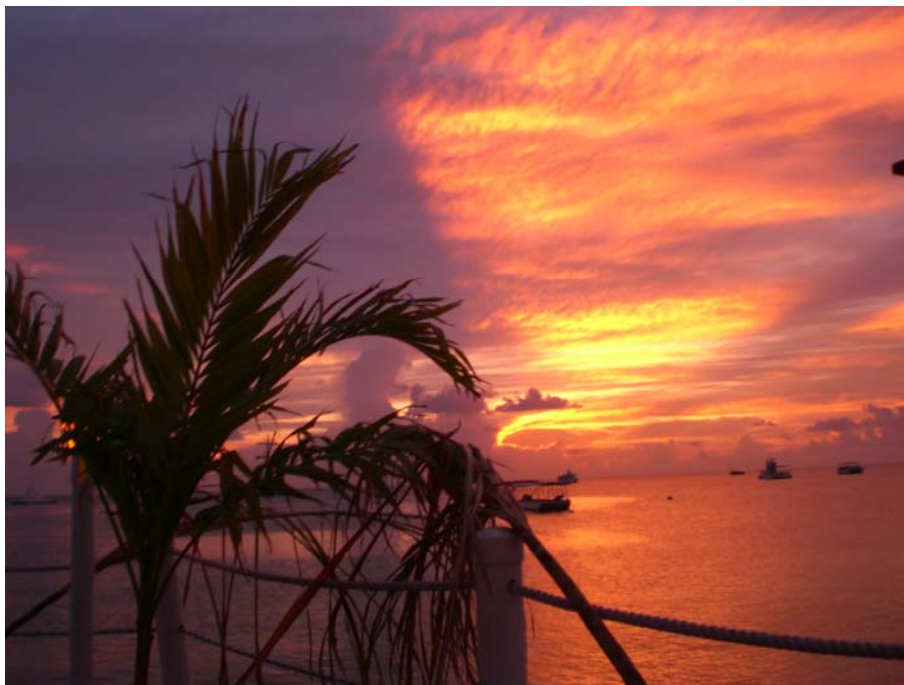


The Mighty CAMPBELL Times Newsletter

Edition IX

SPRING JIATF-South Patrol: APRIL - JUNE 2008

Kittery, ME: Pulling in just as the summer comes to New England is wonderful timing for a Coast Guard cutter, whose crew is intent to spend time with family and friends after a 2-month deployment to the Western Caribbean. After leaving in early April (a.k.a. – “the warmer winter month” for New Englanders), CAMPBELL’s crew found themselves quickly adjusting to the heat of the Caribbean while deploying and recovering the HITRON Dolphin helicopter, carrying out scores of small boat operations, and conducting gunnery exercises. For many of the crew this patrol was their last on CAMPBELL and for some shipmates it was their first. The Patrol Area proved to be an active one and CAMPBELL took the offensive on its counter-drug operations, while working with a host of Caribbean and Central American countries and their law enforcement authorities. What follows are the true documented experiences of 99 people living and working at all times within 270 feet of each other for two months while conducting helo and small boat ops, .50 cal gun shoots, week-long boardings, and swim call!



Another spectacular Grand Cayman sunset!

CO's Corner :

Now that we're on our way back home, at nearly 22 knots thanks to our excellent engineers and a strong Gulf Stream current, I look back and marvel at how quickly this deployment went. We seemed to charge from one event to another until we suddenly ran out of time. We departed still in winter for all intents and purposes (on my computer screen is a picture of my front yard a week before we sailed in April; it is a classic shot of New England as a winter wonderland), and when we return to Kittery we will be enjoying essentially summer weather. It's hard to believe that most of a full season has passed since we departed. Of course, I know that it was really just "mud season" rather than Spring we missed in New England.



Our varied deployment started with a rather unusual evolution, that being partially disassembling and craning off a broken helicopter in Mayport. I had seen that only once before (about 25 years ago in GTMO). As interesting as it was, I hope not to have to witness it again any time soon. A few days after that, we had only just arrived in our primary operating area, and we were diverted to intercept and search a coastal freighter by the name of MOSTEIN that was mooring in Grand Cayman. Six days later, after a tedious, comprehensive search conducted with three Cayman Island law enforcement agencies, we turned the ship over to a USCG Law Enforcement team from San Diego. After all the work, no drugs were ever found, but we forged a great working relationship with the Cayman Islands LE agencies that will help us all in the future.

After release from the MOSTEIN case, we covered a lot of territory for a couple of days, investigated a few contacts, and then headed up for our first scheduled break. Our first port call in Guantanamo Bay, Cuba came almost too soon. We made best use of the break, of course, including a tour of the base for some and a fascinating brief and tour of the Joint Task Force prison that the XO and I were able to attend.

Once underway again we headed back south where our embarked helicopter, working with Navy and Customs aircraft, located a go-fast just offshore in Honduras. With our Over The Horizon Boat (OTHB) in pursuit, the helo crew kept track of the go-fast eventually trapping it near the mouth of the river that constitutes the border between Nicaragua and Honduras where Honduran authorities were able to capture the boat and its crew. At the request of the Honduran authorities, our OTHB escorted both vessels back to the base that night, about a seventy mile run in unfamiliar waters with unlighted vessels traveling at high speed. Our helo brought back interesting video of one of the officers firing off rounds from an automatic weapon found in the seized vessel. As it turns out, the go-fast was likely involved in migrant smuggling from Cuba. An incipient operation was waylaid by our combined efforts.

Back at work, we flew the helo constantly both conducting training (that never ends) and prosecuting potential drug cases. We came close a couple of times, but the elusive bust seemed to remain just around the corner. Despite that, there was constant activity that kept us on our toes throughout the patrol.

Our port call in Cartagena, Colombia was only two days, but we filled them with activity. The crew, under the direction of Ensign Hart, performed a community relations project that you can (& probably have already) read about elsewhere. We were welcomed grandly by the school children and quickly got to work painting. It became the highlight of a very interesting port call.

Our last real working leg of the patrol included several days working in conjunction with the Panamanians who actually came out at one point to talk briefly to us. Through our presence and the efforts of the Joint Task Force south, we penned up two go-fasts who were trying to leave Panama with loads of cocaine. They wound up hiding their loads on the beach, but the locals were able to locate the hidden contraband. A total of just under 900 kilos were confiscated.

Back to Grand Cayman for three days; this time we relaxed instead of worked. A good time was had by all. We developed a hydraulic leak in one of the hubs and had to secure the affected shaft. That made for a dicey departure, but with the help of the local fireboat standing in as a tug we made it out ok on the one engine. As everyone knows by now, that caused us to cancel our Key West port call and shift to Mayport where we could get tug services and repairs made.

We were joined by several folks this patrol. One of the most interesting was our Norwegian exchange officer LT Sigbjorn Vagene (pronounced easier than it looks – we just called him “Sig” anyway). He quickly integrated with the crew, qualified as Deck Watch Officer, and with his extensive experience and seamanship knowledge, became our lead Watch Officer trainer. While he left us in Cartagena, his impression will be left on CAMPBELL for quite some time to come.



There was also some great help provided to us by a couple of TAD members, FNMK John Watkins from MAT Kittery, and BM2 Hernan DeLaCruz from Station Ft. Lauderdale who helped out tremendously when our entire enlisted Navigation division was unable to sail for a variety of unrelated reasons. We were also joined in Cartagena by two 3rd class and two 1st class Cadets from the Coast Guard Academy; always a pleasure to have them aboard.

As many of you know, our regular Executive Officer had to depart in Mayport (the first time) for family reasons. As unfortunate as that was, we welcomed LCDR Dan Pickles from the Academy who joined us in Guantanamo. He slid right into the challenging role as the temporary “Nr 1”, as the British would say. Dan did a great job in a difficult situation. I appreciate all his hard work and great attitude. And how about that distinctive laugh...?

I observed great work, flexibility and camaraderie from everyone on board, as I’ve come to expect from this outstanding crew. We lose a lot of folks this transfer season. It’s always sad to see so many tremendous sailors leave us (nearly 40% of the crew this summer), but it’s reassuring to know that good folks always seem to take their place.

We’re all looking forward to enjoying the bulk of the summer at home before our next Caribbean adventure in August.

CDR Jim Munro

From the XO's Desk :

Changes in Latitudes, Changes in Attitudes



Attitude is everything. We all know this. Jimmy Buffet sang about it. But my question is: are we victims of this cosmic force, or can we use this knowledge to accomplish great things? I say the latter is true, and I think this last patrol was a great example of how. For several crewmembers, this was their last patrol. In fact we will say good-bye to almost 20 crewmembers this month alone. This patrol had the potential of being long, slow and painful, but instead with a great attitude this patrol was quick, productive, and dare I say.... fun. We conducted a great joint boarding with the Grand Cayman authorities, chased go-fasts, and conducted numerous helo operations. We qualified watchstanders, promoted shipmates, helped paint a schoolhouse, the list of group and individual accomplishments goes on and on. And I attribute all of this success to a positive attitude.

Attitude needs to be independent of one's position. The ship's success was not achieved because we were south. And now that we are back north, it does not have to change. Keep the positive attitude in everything you do, both at work and at home. Make a positive attitude your new way of life. I thoroughly enjoyed my six weeks onboard, and attribute all of it to the CAMBPELL crew. Thanks for a great ride, and I hope to see you out there again. Keep up the great attitude!!

- LCDR Dan Pickles



Helo Ops, Small Boat Ops, OpSec - It's All About Ops!

By: OS3 Hiser

FOR THE INFORMATION OF ALL HANDS...

After a cold D1 patrol this past winter, the sunny Caribbean Sea was a welcoming climate for the crew of CGC CAMPBELL. The Operations Department set sail with two new faces, OS1 Corbett and OS3 Hiser, while OS2 Reid waved goodbye from the pier before he got on his way to his new assignment in New York City. Another new face also made the trip from Kittery to Cartagena,



Colombia- LT Vagene, a Norwegian Coast Guard officer on exchange. LT Vagene joined the New England cutter from CGC DALLAS stationed in Charleston, South Carolina and quickly qualified as Underway OOD helping out the Junior Officers on the bridge and assisting with boardings during the patrol. After a quick stop in Mayport, Florida for Helicopter Interdiction Tactical Squadron (HITRON) work-ups and to pick up our TAD BM/Spanish interpreter, BM2 DeLaCruz, we steamed south to our patrol area in the Eastern Caribbean.

Within the first week of our time in theater, we were assigned to beautiful Grand Cayman to conduct a massive boarding of the M/V MOSTEIN, a cargo vessel moored in Georgetown but suspected of smuggling a large quantity of drugs through the Caribbean. Ops Department was represented in numbers with GMC Gabretti, GM1 Beska, ET2 Rinnier, and GM3 Diaz putting in long hours throughout the nearly week-long boarding of the bulk cargo carrier. When the M/V MOSTEIN was found to be owned by a Norwegian company, LT Vagene took the initiative to contact the

shipowner to retrieve more intelligence on the ship, as any forward-thinking member of Operations Department would. After completing an extensive boarding with the M/V MOSTEIN, which included the removal of several tons of sand cargo and thorough inspection of all spaces and tanks on the vessel, the CAMPBELL got underway again with Ops on the lookout for more counter-drug operations. After our first official port call in Guantanamo Bay, Cuba (GTMO) we embarked our best asset, the HH-65C HITRON helicopter and her crew who worked long hours with the Operations Department investigating targets of interest and searching for go-fasts. Soon after our departure from GTMO, we set the Go-Fast Bill off the coast of Honduras for a go-fast chase. Our HITRON pilots and OTH boat crew assisted Nicaraguan and Honduran authorities track the vessel down a river which bordered the two countries where they then proceeded to confiscate the go-fast. CAMPBELL participated in joint operations with the HNLMS AMSTERDAM, a naval ship from the Netherlands in order to cover cases more effectively in our patrol area. In Panama, our patrolling along territorial seas held two go-fasts on the beach, so that Panamanian authorities could confiscate a large load of cocaine.



Operations Department completed a great deal of training and maintenance during the patrol. Duty Electronic Technicians tackled everything from radar to night vision goggle (NVG) issues

and the Information Technicians troubleshoot and worked to have internet connectivity throughout the patrol. Operations Specialists in Radio ensured that secure codes were loaded on the OTH-B and helo prior to each evolution to maintain covert operations. The Gunner's Mates expended 1,200 rounds from the .50 caliber machine guns during a Non-Compliant Vessel Bill drill. They also completed a good deal of maintenance on the MK-75 during the patrol and conducted an outstanding final test fire during a General Quarters drill.



Back aboard the CAMPBELL the Department was busy taking end of course tests and service wide tests this patrol. IT3 Bilderback, GM3 Diaz, OS3 Carey, OS2 Gardner, and OS1 Quigley all participated in this round of testing. OS2 Gardner received his results before departing for Recruiter School and will soon be promoted to Operations Specialist 1st Class. ET3 Dyrdal also earned a second chevron and is now ET2 Dyrdal. Congrats to both of them!

Along with the promotions from Ops department there were also several new qualifications this patrol. IT2 Hinkle is the newest qualified Radio Room watchstander and OS1 Corbett, ET1 Hoffer, and OS3

Hiser all passed their qualification boards to stand watch in the Combat Information Center! And on the non-air conditioned bridge, ENS Teeven and ENS Hart received their Underway OOD qualification letters. Congrats to everyone on their accomplishments!

With a sweltering port call in Cartagena, Colombia behind us and after another visit to our favorite pier at Grand Cayman, we said our goodbyes to OS2 Gardner. We are also preparing to bid a farewell to our shipmates GMC Gabretti, OS1 Quigley, GM1 Beska, OS2 Zariczny, and ET2 Rinnier who are moving on to their next assignments. To our Junior Officers transferring, our trusty ANAV, LTJG Coyle, and loyal CICO, LTJG Vermeer, good luck with your 2nd tours in the Guard! As for our TAD personnel, LT Vagene and BM2 De La Cruz will be returning to their respective units and countries but are always welcome to return to pay a visit. Fair winds and following seas, to you all! Your time aboard will be remembered and you will be missed!



Ops department is also awaiting the arrival of one new Operations Specialist, two new Electronics Technicians, and two new Gunners Mates to refill the ranks. It has been a memorable patrol we are headed back to homeport and taking advantage of the Gulf Stream to get us home on time. Hopefully we won't hear any more early morning "NOW SET FLIGHT QUARTERS, SET FLIGHT QUARTERS," well... at least until next patrol when the mighty CAMPBELL returns to her favorite southern hunting grounds. THAT IS ALL!!

Hotter Than Grand Cayman's "H-e-Double Hockey Sticks"

By: ENS Twomey

As we pulled away from Portsmouth Naval Shipyard to start the patrol, we left with a few new shipmates including FA Baddorf and FA Sullo who swiftly accustomed themselves to shipboard life and their new jobs in A-Gang. FA Sullo unfortunately had an incident with the Aux I scuttle on the morning of our GTMO Mid-patrol break mooring and had to return to homeport for 'forearm repairs'. For this patrol, we also welcomed a shipmate from MAT Kittery, FNMK Watkins, who quickly became security and flight deck hoseman qualified and helped out in our Main Prop shop. Thanks for all of your hard work, Watkins!

The CAMPBELL was called into a case in Grand Cayman, where a vessel suspected of drug trafficking was being held by Cayman authorities. After multiple boardings and vessel searches, the engineers were called in to start further investigation. This included drilling and cutting into bulkheads and decks,



emptying the fuel, water, and ballast tanks, sifting through bilges and shoveling sand. CAMPBELL's engineers went to work analyzing the ship's blueprints and looking for irregularities in every space, but in the end after exhausting the search, CAMPBELL handed the case to a Coast Guard Pacific Tactical Law Enforcement Team. It was later determined that the vessel did not have any drugs onboard.

Even though we were not able to get our drug bust this patrol, we did have a few close run-ins, which included setting flight quarters and small boat detail at 0230 in the morning and using our Over The Horizon Boat (OTH-B) to chase a go-fast

into territorial seas.

After CAMPBELL sustained a casualty to her starboard Controllable Pitch Propeller hydraulic system towards the end of the patrol, our Engineers successfully locked the shaft at 100% pitch so that CAMPBELL could transit from Grand Cayman to Mayport, Florida safely. While in Mayport, divers worked on the CPP and fixed the discrepancy to the crew's relief.

During our mid-patrol break in GTMO, there was a rematch between the Operations Department and the Engineering Department in paintball. The first few games consisted of taking whoever guarded the hill by force where the Ops types protected themselves well, but during the "capture the flag" rounds, the Engineers managed to capture the flag quite a few times for a win while scurrying through the bunker to hit the Operations members from behind. Finally, in the ultimate showdown, the Engineers dominated the Ops types while guarding a





trailer at the bottom of a hill. No Operations members were able to even get close. After examining and comparing battle wounds from close hits, we agreed to disagree on who won the overall battle. I guess we will have to wait until the next time we're in GTMO, where the Engineers will definitely destroy Operations Department in paintball.

In the Department recognition goes to MK1 Long, MK1 Baker, and MK1 Delorme who advanced to Chief Petty Officer, and MK2 Nickerson, who added another chevron to his collection by making MK1. Congrats to both of them on their well-earned advancements!

We are saying goodbye to many a shipmate at the end of this patrol. MKC Russell Baker and MKC Gary DeLorme are moving on, as well as both of our EM1's, Freddy Blumberg and Marc "with a C" McKee. LTJG Jon White and DC1 Steve Santerre will be leaving us during this summer inport. Good luck to all of you in your future endeavors and next duty stations!

On Deck for it All!

By: SN Nicholas Anderson

CAMPBELL got underway for its first JIATF-South Patrol of 2008 with four new seamen aboard its decks: SN Anderson, SN Boykin, SN Caraballo, and SN Schneider. On the transit down to Mayport, SN Cieplinski was unable to make the entire patrol due to a hand injury, but we look forward to meeting him back on the pier in our homeport of Kittery, Maine.

After a brief stop in Mayport to onload a Helicopter Support Kit (HSK) and conduct some drills with the HITRON Aviation Detachment which would be meeting us during our patrol, we picked up BM2 DeLaCruz who was temporarily assigned to CAMPBELL from his unit at Small Boat Station Ft. Lauderdale, Florida. The next few weeks after leaving Mayport, Deck Department got to work prepping and painting the bits on the forecastle and fantail and qualifying as helicopter tie-downs. SN Caraballo, SN Boykin, SN Anderson, SN Miller, and SN Monteiro qualified as tie-downs this patrol with the help of the HITRON Aviation Detachment. No matter when the Flight Quarters pipe was heard, tie-downs had no trouble getting the helo on and off the deck.



Soon after leaving our mid-patrol break in Cartagena, Colombia, SN Boykin, SN Caraballo, SN Anderson, and SN Schneider quickly qualified as helm and lookouts on the bridge while SN Hoenig qualified as Boatswain's Mate of the Watch. SN D'ambrosio passed his Navigation Rules test making him a SNBM. Congrats, Joe! Petty Officer Alvarado passed his BO Board and is now a fully qualified Boarding Officer on CAMPBELL. While on a mid-patrol break in Guantanamo Bay, Cuba, those on duty, BMC Lounsbury, and both the current and soon-to-be 1LT's, LTJG Laraia and ENS Hart, got to work scrubbing and painting the starboard side of the ship. Low and behold, due to operations, this was not the only time CAMPBELL's Deck Force had to get out the white paint, but nevertheless, whether it was GTMO, Grand Cayman, or Mayport, the Deckies got the job done right!

While in Grand Cayman, SN Kurland reported aboard cutter CAMPBELL and SN Hunter returned to Deck Force after being absent for much of the patrol. Welcome aboard! Every Saturday

night on patrol is pizza and wings night, and the last Saturday of this patrol Deck Department was on deck for whipping up a great dinner for the crew and to celebrate the birthday of someone held in high regard by the Department, BMC Lounsbury. And of course, what better way to celebrate than with some cold non-alcoholic beer. The food and drinks were enjoyed by all the crew and made the last week of the patrol more bearable. And as we wind down on this patrol, we will be saying good-bye to our fearless leader, LTJG Laraia, as he leaves to go to his next unit at MSRT Chesapeake. Good luck, sir!

Support

By: CWO Sawyer & the Ship's Office

Fair winds and Following Seas to SK1 Brusich, YN1 Kowalczyk, SK2 Hill and FS3 Caldwell who will be leaving us during this inport. Congratulations to FS3 Alexander for his advancement to FS2!

Congratulations to SK3 Cedenio and SK3 Perez for getting DCPQS qualified.

SK1 Brusich pulled the rabbit out of the hat and procured much needed Lube oil in a third world country....hmm, we're still wondering how he did that. Magic!

YN1 Kowalczyk is the "MAN". He made sure we received the entitled hazardous duty pay in our June 1st paycheck so that all personnel could have that extra dime to enjoy their port call in Mayport.

The FS's made some rockin' cinnamon rolls and hot dog lasagna. The lasagna signified past CAMPBELL patrols when scheduled port calls never happened and food was scarce.

The Support personnel leaving wish those left on board a smooth transition of personnel and a safe and eventful voyage this August.

Suppo, SK1, YN1, SK2, FS3..... OUT



Morale

By : LTJG White



Morale could not be any better on the CGC CAMPBELL. During this patrol, morale has put forth some of the best parties, underway events, cook offs, swim call, and port calls we have not seen in a long time. After the week-long boarding of the M/V MOSTEIN, the crew was definitely ready for rest and relaxation in Guantanamo Bay, Cuba. The first day, we had an intense bowling competition that ended with the EM's as the best team with a combined score of 1,115 and MK3 Guillermo Tapia with the highest personal score of 215. On the following day, CAMPBELL hosted a BBQ picnic on Windmill Beach which was a huge success featuring hamburgers, hot dogs, volleyball, snorkeling, and

sun bathing. GTMO even had an ice cream truck! Finally, to round out our time on GTMO, a paintball match was held on the last day in which the Deck Department once again triumphed.

While underway, morale hosted a poker tournament won by SN Daniel Schneider, an XBOX 360 tournament won by FN Christopher Payne and FN Anthony Carrube, and BINGO! A good game of Taboo or Pictionary was also a welcome favorite on the Messdeck. We also hosted a morale shotgun shoot in which marksmen IT2 Hinkle, SNBM Dambrosio, and SK3 Cedeno took the competition. And after the shoot, the crew was afforded a swim call to cool off from the Caribbean heat!



Every Saturday, a different division from the crew cooked dinner for the ship. We saw such varied meals as buffalo chicken pizza to Mexican enchiladas. We even put our AVDET to work in the kitchen when the helicopter was out of commission. We wrapped up the patrol with an amazing set of Damage Control Olympics that encompassed three different stations spread throughout the ship. One station had the teams dress out in FFE's and SCBA's to search a smoke-filled space for 'hot potatoes' with the thermal imager while another station had the teams scrambling around on the flight deck in a relay race involving dressing out in flash gear, fire hose handling, and patching

ruptured pipes. Congratulations to the Navigation/Weapons team and Engineering Team Bravo who tied for first and will be holding their tie-breaking match during CAMPBELL's departure picnic. All in all, we had an excellent patrol with a ton of morale and relaxation for all to enjoy even in the heat of operations.





Community Relations Project in Cartagena, Colombia: CAMPBELL crew and Colombian Navy/Coast Guard take a picture outside the newly-painted Skinner Institute.

Pyro Shoot on the Flight Deck



If you have a story either inport or underway which you would like to share, please let it be known in the next edition of the CAMPBELL Times. Also, if you would like to help write or format for the next edition, please let me know and you can be a part of the Staff! For submissions go to AHart1's public folder and add the submission into the CAMPBELL Times Submissions folder or contact me at Aimee.E.Hart@uscg.mil.